

COUNTRY Austria

REPORT NO.

25X1

TOPIC Airfields in Austria

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 8 to 19 September 1952

DATE OBTAINED 25X1 DATE PREPARED 11 November 1952

REFERENCES 25X1

PAGES 5 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. Wiener Neustadt (O 46/X 34). Between 7:30 and 9 p.m. on 8 September 1952, night flying by individual jet fighters was observed at Wiener Neustadt airfield. At 9 p.m., air activity still continued although the sky was 10/10 overcast, and it began to rain. The take-offs and landings were made in north-south direction. The aircraft taxied under their own power from the dispersal area to the take-off point, where their engines were raced for about 10 seconds before taking off. The four spotlights on the southern edge of the field were continuously switched on. The four white searchlights flashed up as soon as the planes approached the field flying a curve over Felixdorf. They were turned off after the landing. The searchlight indicating the direction of approach was not in operation. After the landing, the planes taxied under their own power to the dispersal area.

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2. Between 4 and 5:30 p.m. on 10 September, source observed that four tents were located northeast of the row of red spotlights. Four AA guns with flash hiders were observed near the four tents. (1) A large plane of an unidentified type without propeller was parked near the flight control station. (2) Between 9 and 10 p.m., there was night flying by the jet planes on the dispersal area near the pyrotechnic plant. The weather was clear. On 11 September, aircraft with propellers practiced night flying.

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3. Between 9 a.m. and 2 p.m. on 8 September, the field was observed from the west, south and east. Aircraft observed included about 28 canvas-covered jet planes, 2 single-engine planes with radial engine and 1 single-engine plane with in-line engine near the pyrotechnic plant located in the hollow; and 26 canvas-covered jet fighters and 1 jet plane of an unidentified type in front of the flight control station. (3) The latter jet plane was much larger than the MiG-15s. It had a canvas-covered device, probably a jet engine, under each wing. On its rudder assembly there was a red star [redacted]

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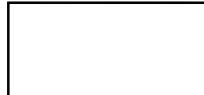
25X1C  (2) There was no air activity. The visibility was good, the sky was 8/10 overcast at an altitude of about 1,500 meters.

4. Construction work was still being done on shrapnelproof revetments. There were 15 to 20 such revetments located parallel to Fadener Strasse. They opened toward the landing field. (4) Truck [redacted] and sedan [redacted] drivers wearing black-bordered blue epaulets, were observed entering and leaving the field.

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5. Between 9:30 a.m. and 4:30 p.m. on 14 September, the field was observed from the east, south and west. Aircraft observed included 26 MiG-15s parked in one row, 2 single-engine planes with radial engine and 1 single-engine plane with in-line engine in front of the former pyrotechnic plant, and 32 MiG-15s parked in one row, and 3 planes of an unidentified type in front of the flight control station. (3) Of the 32 MiG-15s, 6 were covered with tarpaulins. Two planes of the unidentified type circled widely over the field after 2:45 p.m. and landed at 3:10 p.m. Visibility was good. It was noticed for the first time that the roads to Wiener Neustadt, to Bad Fischau and to Weikersdorf were guarded by Soviet sentries. The two planes flew in an element with intervals of about two wing spans. They landed individually. They had an object, probably power plant, under the middle of each wing. The rudder assembly seemed to be slightly steeper than that on the MiG-15s and straight on top. The elevator assembly was fitted at about the half height of the rudder assembly. As the plane did not tilt when parked on the ground, it was concluded that it was fitted with a nose wheel. The plane definitely had no propellers.
6. Between 10 and 11 a.m. on 16 September, there was individual flying by MiG-15s. The visibility was good, and the sky was slightly cloudy. Only three planes of the unidentified type were observed being parked at the field. They did not participate in air activity. Each plane was surrounded by 20 to 30 men. The nose compartments of the planes had no air intake apertures. It was definitely observed at a far distance that the rudder assemblies were larger and higher than those of the MiG-15s.

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7. Parndorf (P 48/X 77). Between 10 a.m. and 2 p.m. on 11 September, Parndorf airfield was observed from all sides. Thirty MiG-15 and type-29 planes, 2 single-engine planes with radial engine and 1 biplane were counted at the field. At 10 a.m., flying was practiced by individual planes. The sky was 9/10 overcast at an altitude of 1,500 meters. Visibility was limited to about 5 km. The aircraft flew in the clouds and repeatedly made rolls. They remained aloft for 15 to 20 minutes.

(5) Twelve of the 2½ jet planes which were parked along the take-off strip had red lids on their air intake apertures. Nearby there were 4 tank trucks, 6 weapon carriers, 3 van-like trucks, 3 trucks and 1 trailer with a black-white chequered paint.

8. Source determined the periods of racing up the engines of two MiG-15s. The engine of one plane was run up and throttled for about 40 seconds, then the rotations were increased reaching the maximum speed after 25 seconds. The engine was again throttled and 40 seconds after the maximum speed, the plane taxied to the take-off and immediately took off. The engine of the other plane was run up and throttled for 45 seconds, then the rotations were increased reaching the peak after 15 seconds. The number of rotations was again reduced for 35 seconds. Subsequently, the plane taxied to the take-off point within 40 seconds and took off. The engines had been probably warmed up before being raced up because the time required for running up appeared rather short. There was a temperature of about 10 degrees centigrade on the day of observation.
9. The PKV-45 type DF station and the five-sectional long-wire antenna were at their previous locations. The radio truck with two rod antennas and a trailer could no longer be observed. Tank truck [redacted] sedan [redacted] and truck [redacted] were observed entering and leaving the fields. All the drivers wore black-bordered blue epaulets.

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10. Between 2 and 3 p.m. on 16 September, the following aircraft were counted at the field: 26 canvas-covered jet fighters on the southern edge of the field, 6 jet fighters at the east end of the take-off strip, 2 single-engine planes with radial engine, and 2 biplanes on the southern edge of the field. There was no flying. The weather was very hazy. Of the jet fighters parked at the east end of the take-off strip, two were fitted with long cabins.

11. Between 8 a.m. and 1:30 p.m. on 17 September, 34 jet planes and single-engine, two-seater planes were observed at the field. Of the jet planes, 21 were parked in front of the flight control station, 6 at the east end of the take-off strip, and 4 near the flight control building. There was air activity by four jet planes. The weather was calm and sunny. There was a 2/10 overcast, the cloud base being an altitude of about 3,000 meters. The take-offs and landings were made in east-west direction. The take-off run seemed to be about half as long as the landing run. As the take-off and landing strips had no concrete cover, much dust was raised during the take-offs and landings. The six jet aircraft which were parked at the east end of the take-off strip and the planes which were employed for flying had an auxiliary fuel tank under the middle of each wing. The following take-offs and landings were observed:

<u>First plane</u>		<u>Second plane</u>	
<u>Take-Off</u>	<u>Landing</u>	<u>Take-Off</u>	<u>Landing</u>
8:20 a.m.	8:40 a.m.	8:21 a.m.	8:44 a.m.
8:45 a.m.	9:05 a.m.	8:50 a.m.	9:14 a.m.
9:50 a.m.	10:15 a.m.	9:52 a.m.	10:20 a.m.

<u>Third plane</u>		<u>Fourth plane</u>	
<u>Take-Off</u>	<u>Landing</u>	<u>Take-Off</u>	<u>Landing</u>
8:30 a.m.	8:53 a.m.	8:33 a.m.	8:53 a.m.
9:00 a.m.	9:23 a.m.	9:02 a.m.	9:26 a.m.
10:00 a.m.	10:25 a.m.	10:03 a.m.	10:28 a.m.

At 10:45, 10:46, and 10:48 a.m., the four jet planes took off and flew in the following formation: + +

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The planes landed at 11:05, 11:07, 11:09, and 11:11 a.m.

12. A temporary building was located near the jet planes which were parked at the east end of the take-off strip. The cabin of the PKV-45 DF station was occupied by a man sitting in front of an instrument. It had small windows on all sides. At a distance of about 10 meters from the cabin there was another cabin outside the PKV-45 DF station. A long-wire antenna was observed south of the PKV-45 DF station. Five trucks with mounted searchlights, 11 tank trucks and 22 trucks were parked near the sheds used as a garage. The fuel dump consisted of three containers each with an estimated holding capacity of about 16,000 liters.

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13. Van-like truck [redacted] was parked near the battery charging station.  
 25X1C Sedan [redacted] occupied by a colonel, left the field. The drivers wore black-bordered blue epaulets. Weapons carrier [redacted] towed landed aircraft to the take-off point.

14. Zweelfaxing (P 49/X 48). On 11 September; 36 canvas-covered Pe-2s were parked at Zweelfaxing airfield. There was no air activity. The visibility was limited to about 5 km. The sky was 9/10 overcast at an altitude of 1,500 meters. The seven AA guns with muzzle brakes, which had been observed on the southern edge of the field on 2 September, were no longer there. About 4 p.m., 15 trucks, 7 AA guns with muzzle brakes and an unidentified set with two wheels were observed in the Altkettenhof in Schwechat. The AA guns with flash hiders [redacted], which were previously located north of the barracks installation, were no longer observed.

15. Aspern (P 49/X 49). Between 8:30 a.m. and 12:30 p.m. on 15 September, 2 biplanes, 24 jet planes, and 38 Pe-2s, including two in front of the aircraft repair shop, were parked at Aspern airfield. There was no air activity in sunny, calm and cloudless weather.

16. Excavating was apparently completed near the presumed AA gun emplacements. Five emplacements were observed on the western edge of the field and 8 on the eastern edge. (6) Five white fuel containers each with a capacity of about 16,000 liters, and 3 new temporary buildings were being erected at the western fuel dump. Two tank trucks were parked in the area of the fuel dump. Eleven trucks, 7 tank trucks and 6 van-like trucks were parked in front of the garages. [redacted] Two tank trucks, 6 van-like trucks and 11 trucks were parked in the sheds used as a garage. The rear sides of the sheds had meanwhile been boarded up. [redacted] Four tents were located near the garages. The eastern fuel dump was apparently not restricted. Two propped up, van-like trucks were observed behind a temporary building on the road to Gross Enzersdorf and van-like truck [redacted] driver wearing black-bordered blue epaulets, was parked in front of the temporary buildings.

17. Between 11 a.m. and 12:15 p.m. on 15 September, sedan [redacted] driver wearing black-bordered blue epaulets, was parked in front of the Komendatura in Aspern. It was observed for the first time that a long-wire antenna was strung across the yard of building No 7 Siegesplatz. A lead-in extended into the building.

18. Gross Enzersdorf was observed at 12:30 p.m. on 15 September. Five captains wearing leather suits with black-bordered blue epaulets and carrying map cases entered the former Konrad Kaserne. No activity was observed along the Schlosshofer Strasse. No change was observed on the radio installation on the eastern perimeter of Gross Enzersdorf. Radio truck [redacted] and trucks [redacted] drivers wearing black-bordered blue epaulets, were driven from the former home for aged people. When source returned to Vienna by train, a soldier wearing red-bordered black epaulets and artillery insignia entered the train at the stop in front of the main entrance to the field. The soldiers got off near the Kagran Kaserne and went toward the barracks installation.

19. Bad Voeslau (O 48/X 36). Between 8:30 a.m. and 2 p.m. on 19 September, 18 Pe-2s and 2 Li-2s were parked at Bad Voeslau airfield. There was no air activity. The sky was 10/10 overcast, the weather was calm, and it rained. All the radio installations were unchanged.

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20. A sentry wearing black-bordered blue epaulets and sedan [redacted] driver wearing black-bordered blue epaulets were observed in front of the komendatura in Voeslau. Twenty-seven EM armed with rifles and wearing black-bordered blue epaulets, under the command of a senior lieutenant, marched to Voeslau Castle coming from the direction of the airfield. The same telephone lines, as previously, were observed in building No 13 on Bahnstrasse. Six women wearing black-bordered blue epaulets entered or left the building. Van-like truck [redacted] was parked in the yard. Motor vehicles which were observed being parked in the yard of the laundry [redacted]

[redacted] drivers wearing black-bordered blue epaulets, came from the direction of the field. The vehicles returned toward the field after some time. A sentry wearing black-bordered blue epaulets was posted in front of the laundry. Five motor vehicles were parked in the garage of the Theresienhof billets. The antenna mast was unchanged. A senior lieutenant wearing black-bordered blue epaulets left the installation.

21. Deutsch Wagram (P 49/S 50). Between 9:30 and 10:30 a.m. on 17 September, source observed that the presumed AA gun emplacements south of the runway were completed. Some of the emplacements opened toward the field. No aircraft were observed at the field.

22. Between 11 and 11:30 a.m. on 17 September, no antenna system or motor vehicles were observed near the radio installations in Obersiebenbrunn (P 49/S 60). The completed building was not occupied.

23. Seyring (P 49/S 40). No occupation or indications of a future occupation were observed at Seyring airfield.

25X1A [redacted] Comments.

(1) According to the last report on Wiener Neustadt airfield, only two AA batteries were emplaced there. [redacted]

(2) The presence of twin-jet planes in Wiener Neustadt is reported for the first time. The type of the planes cannot be determined from the scanty descriptions. Source has been asked to furnish additional information.

(3) The reason for the presence of a larger number of MiG-15s than previously is still unknown.

(4) It is believed that the construction of shrapnel-proof aircraft revetment is also accelerated in the Soviet Zone of Austria.

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(6) The shape of the presumed AA gun emplacements at Aspern airfield, entered on a sketch which was forwarded previously, is believed to be incorrect.

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